Electrification of railway traction

1878. SHRI CHIMANBHAI MEHTA:
SHRI SOM PAL:
SHRIMATI MIRA DAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are giving boost to electrification of railway traction in view of diesel shortage; if so, what are the details thereof;

(b) whether Delhi-Madras, Delhi-Bangalore and further Southern capitals like Hyderabad, Thiruvanthipuram as well as Western, Eastern and Northern State capitals would be linked with Delhi through electrified tracks,

(c) what is the initial cost for electrification; and

(d) whether the electricity boards are restraining electrification?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir. Electrification of track on Indian Railways is continuous process and electrification proposals are processed on techno-economic merits & operational requirements on section by section basis.

(b) There is, at present, no proposal to link Delhi with the state capitals through electrified net-work as such.

However, as a part of electrification work executed so far Delhi-Madras, Delhi-Howrah & Delhi-Bombay via Western Railway have already been electrified. Works are in progress to complete electrification of Bombay-Howrah via Nagpur, Delhi-Bombay via Central Railway, as well as Jolarpettai-Bangalore and Kanipet - Secunderabad - Hyderabad/Sanatnagar Sections.

(c) Approximately Rs. 40 lakhs per route kilometre on double line seciton including connected S&T works.

(d) No, Sir.

Setting up of Agricultural Export Council

1879. SHRI CHIMANBHAI MEHTA:
SHRI SOM PAL:
SHRIMATI MIRA DAS:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have received any demand for setting up of Agricultural Export Council;

(b) if so, whether Government have decided to set up the Agricultural Export Council, if so, what are the details thereof;

(c) whether Goevrnment are contemplating export of sugar to boost up sugarcane production and earn foreign exchange;

(d) whether it is a fact that India's fish catching and export is much less as compared to small country like Thailand; if so, the reasons therefor; and

(e) whether Government would consider export of HPS groundnut whereby Government can import double the edible oils from the foreign exchange earned from HPS?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI MULLAPPALLY RAMACHANDRAN): (a) No, Sir.

(b) Does not arise, in view of reply at (a) above:

(c) Yes, Sir. The export of sugar is allowed under Open General Licence No. 3 subject to provisions of Sugar Export Promotion Act, 1958.

(d) India's fish catching is not less as compared to Thailand. India's fish export is less than that of Thailand. The main reason is that Thailand liberally imports fish and fish products and increases export of canned tuna fish to various developed countries. India's major export is however shrimps and shrimp products.

(e) The export of HPS groundnut is under Open General Licence. The import

of edible oils from the foreign exchange earned from HPS groundnut is not necessarily tied-up with import of edible oil.

Conversion of Salem Steel Rolling Unit into Steel producing unit

1880. SHIR TINDIVANAM G. VENKATRAMAN: Will the Minister of STEEL be pleased to state:

(a) whether it is a fact that Salem Steel Rolling Unit is not a steel producing unit;

(b) whether it is also a fact that plenty of raw material is available in this area;

(c) if so, the reasons for not converting this unit into steel producing unit, and

(d) the details of the proposals, if any, to convert this unit for development of this industrially backward area?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF STEEL (SHRI SANTOSH-MOHAN DEV): (a) Yes, Sir. No steel making facilities are installed in Salem Steel Plant. It is presently engaged only in cold rolling of stainless steel.

(b) and (c) There are no reserves of coking coal or limestone or qualitatively rich iron ore, suitable for iron and steel making occuring near the Salem area. As such, Salem Steel Plant cannot be converted into a conventional blast furnace route integrated steel producing plant based on local raw materials, However, installation of Special Steels producing facilities have been envisaged at Salem.

(d) Salem Steel Plant has recently commissioned its second cold rolling mill. Government have further sanctioned, in April, 1991, a scheme for setting up of hot rolling facilities in the plant at a cost of over Rs. 425 crores, as a measure of backward integration. Further expansion of the plant will be feasible after production from these additional facilities is fully stabilised.

Recommendation of Rashtriya Barh Ayog

1881. SHRI KAMAL MORARKA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether all the recommendations made by Rashtriya Barh Ayog have since been implemented by Government;

(b) if not, the reasons therefor; and

(c) what preventive steps are being contemplated to meet the disasterous situation due to floods in some parts of the country?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b) Rashtriya Barh Ayog gave recommendations covering all aspects of flood management comprising rationale, guidelines, instructions, actions, as well as Do's and Don'ts. The guidelines and instruction for the implementation of recommendations of Rashtriya Barh Ayog were forwarded to all concerned. The State Governments have been requestld from time to time to submit status of implementation of recommendations of Rashtriya Barh Ayog.

(c) For flood management of flood prone basins, preparation of Master Plans is insisted upon with the State Governments. For Ganga and Brahmaputra basins, the Central Government have constituted Ganga Flood Control Commission and Brahmaputra Board to prepare Master Plants. Flood management works are required to be executed by the States as per the inter se priority fixed by them in the outline Master Plans so prepared. Side by side, non-structural measures like flood plain zoning, flood forecasting and flood proofing are propagated.

Inconvenience at Guwahati Railway Station

1882. SHRI BHADRESWAR BURAGOHAIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that the Guwahati Railway Station has become an open public latrine and is now in avertiable hell; and